

Equipment Maintenance

MAINTENANCE MANAGEMENT A TECHNIQUE

This regulation provides policy on general maintenance practices, equipment status reporting and maintenance data collection. It applies to Atmospheric Research Equipment (ARE) maintenance at Det 407 and on Pony Express exercise.

1. Terms Defined:

- a. Workcenter Supervisor. The person in charge of the maintenance section.
- b. Maintenance Control Supervisor. The Detachment Commander.
- c. Maintenance Supervisor. Parent Unit/LGM.
- d. Mission Requirement. Alert or directed sortie that requires aerial sampling.
- e. DCM. Deputy Chief of Maintenance of the host base responsible for the aircraft.

2. Policy:

- a. This organization has no meterological (MET) equipment assigned. Det 407 will support maintenance of MET gear to the extent of its capabilities. OL A, 41 RWRW, will be advised of maintenance status related to MET equipment on transient aircraft.
- b. Any ARE maintenance related problem areas which cannot be resolved will be identified to the Parent Unit/LGM, HQ/LGM/DOR and Depot/LGE. If MDAT assistance is required, it will be requested in accordance with CENR 66-3.
- c. If three or more aircraft are scheduled for deployment to Det 407 for increased requirements, a request for an additional ARE technician should be submitted to the 41 RWRW through the parent unit/LG with info to HQ/LGM/DOR. Det 407 Maintenance Control Supervisor has the option, when mission profile or scenario dictate, to request qualified ARE augmentees directly from Depot/LG. The Depot/LG, upon approval of the request, will select the augmentee deployed.
- d. ARE units will conduct a sphere inventory (serviceable and unserviceable) on the first day of each month and report to Depot/LGEA per Atch 1.

3. Responsibilities:

- a. The Chief of Maintenance, HQ/LGM, is responsible for maintenance management. This responsibility includes the implementation of policy and guidance for the maintenance complex.
- b. The Commander of Det 407 will assume the duties of Maintenance Control Supervisor as outlined in CENR 66-1, Vol I. The Maintenance Control Supervisor is functionally responsible to the Maintenance Supervisor. Duties of the Maintenance Control Supervisor may be delegated to insure the efficient accomplishment of the duties through optimum use of assigned personnel. The yearly self-inspection will be performed by the Maintenance Control Supervisor or representative. (This duty may be delegated to the Workcenter Supervisor.)
- c. The duties and responsibilities of the Workcenter Supervisor are contained in CENR 66-1, Vol I. The Maintenance Control Supervisor will insure complete performance of these duties.
- d. The Maintenance Supervisor will review Host-Tenant, Interservice, and Interagency Support Agreements (as applicable) to insure requirements necessary to support the maintenance mission are included. The Maintenance Supervisor will also provide assistance should any agreement be violated. The Maintenance Supervisor is responsible for applicable portions of the quality control program as outlined in CENR 66-1, Vol I.

Supersdes CENR 66-1, Volume XII, 26 Mar 82. (See signature page for summary of changes).

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e. The Det 407 Maintenance Control Supervisor will insure that at least one 302X1 is fully qualified to sign off or clear Red X conditions on ARE equipment only. The training to clear the ARE Red X condition will be in coordination with the host base DCM. Any problems maintaining qualification will be referred to the Chief of Maintenance, HQ/LGM for resolution.

f. The officer-in-charge of a mobile exercise (Pony Express) or his designated representative will report ARE equipment status IAW Chapter 2 when command maintenance technicians are not on location.

4. ARE Equipment Status. Equipment status is divided into three distinct categories. At any given time, the ARE equipment status will be defined as one of the following:

a. Fully Mission Capable (FMC). All ARE units are operating normally. Technicians may perform maintenance or component replacement that will not cause mission delay. No condition exists to preclude the collection of a useable sample. Urgency Justification Code (UJC) BE (Priority 05) may be used to requisition parts for mission equipment in this status.

b. Partially Mission Capable (PMC). Any ARE operating in a reduced capacity; e.g., pressure regulator or compressor failure, one U-1 foil inoperative. Aircraft still able to perform assigned mission with sampling capabilities available only thru deviation from normal operating procedures (to be determined by local operations officer or designated individual). UJC BE (Priority 05) will be used to requisition parts necessary for the restoration of equipment in this status. (Priority 02) UJC AE may be used to meet mission requirements (to be determined by local operations officer or designated individual).

c. Non Mission Capable (NMC). Any ARE deficiency that prevents the aircraft from performing its assigned mission. UJC AE (Priority 02) will be used to requisition parts necessary for the resolution of equipment problems causing this status.

5. Equipment Status Report (ESR):

a. PMC and NMC conditions will be reported via an electrically transmitted Equipment Status Report (ESR). ESRs are divided into three categories (Initial, Follow-up, and Final) and are explained below. All sections of any ESR will be completed even if negative. All times will be ZULU times reported in Julian date time groups, i.e., 188/1320Z. Equipment malfunctions within an FMC will be reported via the ESR whenever parts are ordered using UJC BE to restore mission equipment to normal operation. Anytime UJC AE or BE is used, an ESR or follow-up ESR containing the document number, stock/part number, TO reference, noun, and UJC must be submitted. (NOTE: HQ/LGS and Parent Unit/LGS must be info addressees on UJC AE/BE parts requests.)

b. Equipment Status Reports will be submitted on all of the following ARE equipment:

- (1) U-1 Foil.
- (2) Pressure System.
- (3) B/400-A.
- (4) D-500/D-500A.
- (5) FI-2 Foil.
- (6) ARE Console.
- (7) Sea Water Sampler.
- (8) SABRE.
- (9) F-52 POD.

6. Initial Equipment Status Report:

a. An initial ESR will be submitted anytime ARE parts are ordered using UJC BE within an FMC condition. An initial ESR will also be submitted for PMC or NMC conditions when either one of the following conditions exist:

- (1) The time of return to operation will exceed 12 hours.
- (2) Delay of mission requirements.

b. The initial ESR will be submitted, in the following format, via PRIORITY precedence message to the Parent Unit with a ROUTINE info copy to HQ and Depot.

FROM: APPLICABLE LOCATION

TO: PARENT UNIT//LGM//

INFO: HQ//LGM/DOR/LGS//

DEPOT//LGE//

APPROPRIATE CLASSIFICATION

SUBJ: ARE EQUIPMENT STATUS REPORT - JCN (reference T0-00-20-2-2)

A. FMC, PMC OR NMC.

B. EQUIPMENT (I.E. U1 Foil, Pressure System)

C. JULIAN DATE/TIME OF MALFUNCTION.

D. TIME IN COMMISSION (TIC) OR ESTIMATED TIME IN COMMISSION (ETIC) (SPECIFY TIC OR ETIC). For FMC ESRs base ETIC on latest information from LGS.

E. SPECIFIC ITEM OF EQUIPMENT THAT FAILED AND FULL EXPLANATION OF MALFUNCTION.

F. CONCISE DESCRIPTION OF ALL CORRECTIVE ACTION TAKEN AND/OR PLANNED. IF THE FAILURE HAS NOT BEEN CORRECTED AND/OR ADDITIONAL ASSISTANCE OR PARTS ARE REQUIRED, THE REPORT WILL ALWAYS BE SENT ASAP.

G. REMARKS (INCLUDING ANY ASSISTANCE REQUIRED).

7. Follow-up Equipment Status Report:

a. The follow-up ESR will be used to update a continuing equipment problem for which corrective action may be delayed for any number of reasons. In most cases, the follow-up ESR will be submitted to provide an updated ETIC; to report major changes in the maintenance posture such as parts requisitions, failure of additional equipment, progress in repair efforts, departure of the aircraft to another location, etc.; or to report any pertinent information not available at the time of the initial ESR.

b. When an ETIC cannot be met, a follow-up ESR will be transmitted in sufficient time to arrive at the HQ upon or before the ETIC expiration date, explaining the delay and updating the ETIC.

c. The follow-up ESR will be transmitted via ROUTINE precedence message to the same addresses as the initial report. The JCN from the initial ESR will be used in the subject line.

FROM: APPLICABLE LOCATION

TO: PARENT UNIT//LGM//

INFO: HQ//LGM/DOR//

DEPOT//LGE//

APPROPRIATE CLASSIFICATION

SUBJ: ARE FOLLOW-UP REPORT TO ESR JCN (same JCN used on initial ESR)

A. ETIC OR NEW ETIC

B. EXPLANATION OF CORRECTIVE ACTIONS TAKEN SINCE LAST REPORT AND ANY NEW ACTION PLANNED. INCLUDE PROBLEM AREAS ENCOUNTERED.

C. ANY OTHER INFO CONSIDERED IMPORTANT AND NOT INCLUDED IN THE INITIAL ESR.

8. Final ESR:

a. A final ESR message to the same addresses as the initial ESR will be submitted under the following conditions:

(1) Within 24 hours of satisfactory resolution of equipment problem. Use ROUTINE precedence.

(2) Within 2 hours of aircraft departure to home station with ARE equipment in a PMC or NMC status. Use PRIORITY precedence and add an info copy to the departing aircrafts home station LG/DO.

b. The final ESR will be in the following format:

FROM: APPLICABLE LOCATION

TO: PARENT UNIT//LGM//

INFO: HQ//LGM/DOR//

DEPOT//LGE//

ACFT HOME STATION//LG/DO//

APPROPRIATE CLASSIFICATION

SUBJ: FINAL REPORT TO ESR JCN (same JCN used on initial ESR)

A. TIC (if known)

B. EXPLANATION OF ACTIONS TAKEN TO CORRECT THE PROBLEM OR ACTIONS STILL NEEDED.

C. PARTS THAT MUST BE ORDERED OR REPLACED BY HOME STATION TO CORRECT PROBLEM.

9. Maintenance Data Collection:

a. The AFTO Form 349, Maintenance Data Collection Record, will be used to document maintenance data on all ARE equipment. Data documented will describe maintenance on any:

(1) End item of ARE equipment categorized as "on equipment".

(2) Assemblies, subassemblies, or components removed from end items of equipment categorized as "off equipment".

The AFTO Form 349 will be completed IAW TO 00-20-series except block 2 (work center) and block L (CMD ACT ID) will be left blank. Work unit codes are listed in the applicable aircraft -06 technical order. Det 407 will consolidate their AFTO Form 349s and forward them NLT the 15th of each month to Depot/LGMMA with a copy to Squadron/LGM.

b. Depot/LG, upon receipt of Det 407s AFTO Form 349s, will complete blocks 2 and L. The completed forms will then be sent to Sacramento ALC for processing. Copies of the report, when received will be distributed by Depot/LGE to Headquarters/LGM, 1156 TCHOS/LGM and Det 407.

OFFICIAL

1 Attachment
Monthly Sphere Inventory

SUMMARY OF CHANGES

Establishes the requirement for ARE Equipment Status Reporting (ESR). Adds option for Det 407 ARE augmented support to be requested from Depot/LG. Requires monthly sphere inventory. Requires Det 407 maintain a qualified technician to clear Red X conditions on ARE equipment. Tasks officer-in-charge or his representative report ARE equipment status during (Pony Express) exercises when command technicians are not present. Initiates the requirement to report maintenance data collection information on AFTO Form 349. Deletes use of CEN Form 35.

MONTHLY SPHERE INVENTORY

- A. Spheres on hand:
 - (1) Serviceable:
 - (2) Unserviceable:
- B. Spheres shipped last month:
- C. Spheres received last month:
- D. Sphere hydrostatic test date:
 - (1) New stock year group:
 - (2) Used stock year group:

NOTE: This report is to be submitted monthly by letter or message to arrive at Depot/LGEA NLT the tenth of the month.